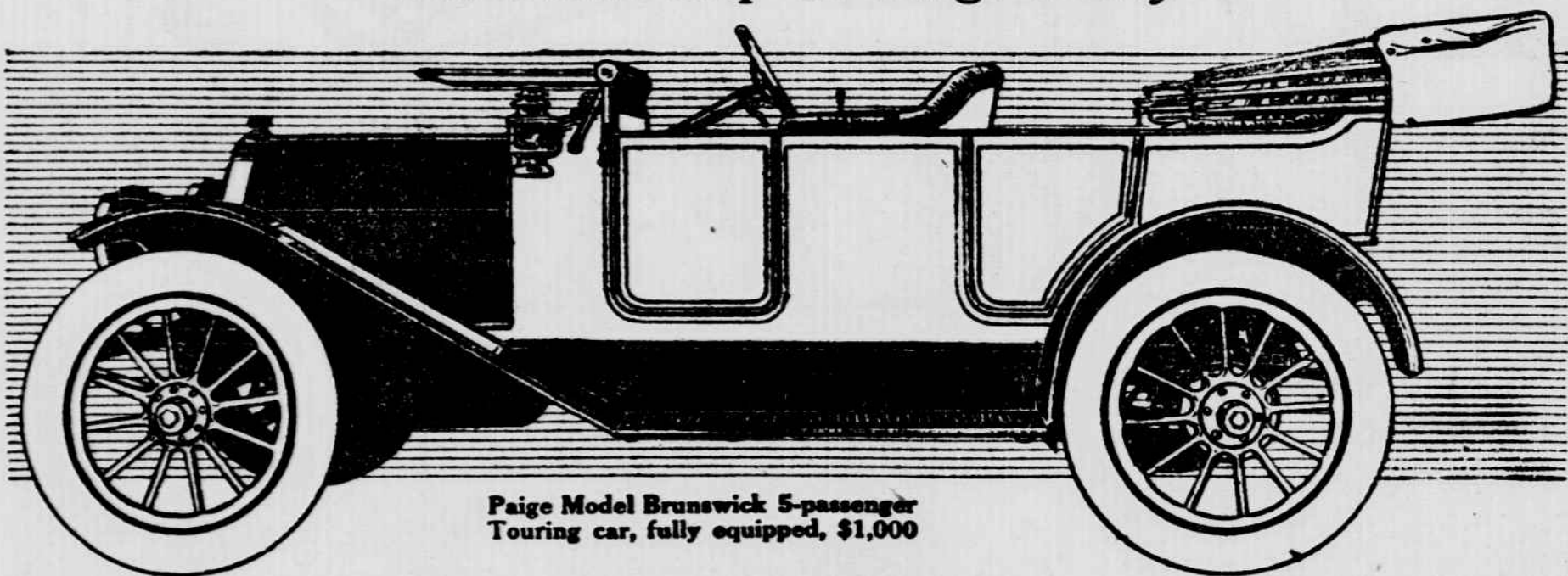


PAIGE

Regular Equipment Now Includes Top and Wind-shield

The Final Step in Paige Policy



Paige Model Brunswick 5-passenger Touring car, fully equipped, \$1,000

WE ANNOUNCE with pleasure this last great addition in the equipment of the Paige car. We believe that every prospective purchaser of an automobile, conversant with what the market offers in motor cars at Paige prices, realizes the importance of this step—realizes the tremendous lead the Paige car now has, fully equipped with top and wind-shield included—realizes that in order to include this equipment with the already 100% value of the Paige it has been necessary to put a part—and a large part—of our profits back into the car.

It wasn't necessary to add either top or wind-shield to Paige equipment to make it the best value in its field. No one complained because they were not given with the Paige. Purchasers of thousand-dollar cars realized that the Paige gave the essential automobile values. They have shown preference for the Paige in the face of all the alluring equipment of other manufacturers—shown such a preference that they have already bought thousands of Paige cars and have been satisfied to pay extra for the top and wind-shield. Our estimated and announced production of 3500 cars for this year has already been exceeded. That's indisputable proof of Paige quality. Now, with the top and wind-shield added to Paige equipment without extra cost—carrying out our fixed determination of giving more and better than any other manufacturer—the Paige offers motor car value not even approached by any other car at its price.

The Paige policy in manufacturing and selling has always been to put back into the Paige car every year part of the Paige profits, but this year there is nothing we can do to better the car down inside. It is built as well as we or any other manufacturers can build a car of its size and

its power. The materials used are as good as can be bought. The workmanship is the best that can be employed. There is no way to put more service value into the mechanism of the Paige. The only thing we can do is to increase its equipment. So now we are adding as a part of the regular equipment of every Paige Model the top and single-vision wind-shield, two items of equipment which previously we have sold to Paige purchasers as extra equipment.

The Paige is the best automobile you can buy anywhere for its price. A well designed, well constructed car—comfortable, enduring and with more speed and power than its owners ever need. And beyond its quality merely as an automobile—this point is important—the Paige is built by an organization of the most experienced and reputable executives, behind whom is a directorate composed of some of America's biggest business men who hold themselves responsible to every Paige owner for their product.

There could not be a better guarantee of the honest construction of every Paige car.

See the Paige car—examine it in every detail of construction. Compare it with other cars selling at Paige prices—or more. Ride in it—test its power, its speed, its easy riding qualities, its simple operation. Note the ease, smooth engagement of its cork insert multiple disc clutch—a clutch found elsewhere only on cars selling for \$1600 and more—study the many other BETTER features of the Paige. Consider it just as an automobile, then consider the organization which produces it and the men back of it and make your own conclusions.

Models and Equipment

Paige regular equipment includes top, single-vision wind-shield, three black enamel oil lamps, two black enamel head lamps, generator, tool kit, jack, etc. Detroit Quick Detachable Rims on Models Beverly and Brunswick, including tire iron, \$15. Some equipment on Kenilworth, \$12.50. (Self-starter and Prest-O-Lite tank will be installed, if desired, at the factory for nominal charge of \$25.)

Model Brunswick, 5-passenger touring car, fully equipped as above. Price \$1000.

Model Beverly, 4-passenger torpedo touring car, fully equipped as above. Price \$975.

Model Kenilworth, roadster, fully equipped as above. Price \$1000.

Model Brookland, raceabout. Regularly equipped with Prest-O-Lite tank, self-starter, and detachable rims. Price \$975.

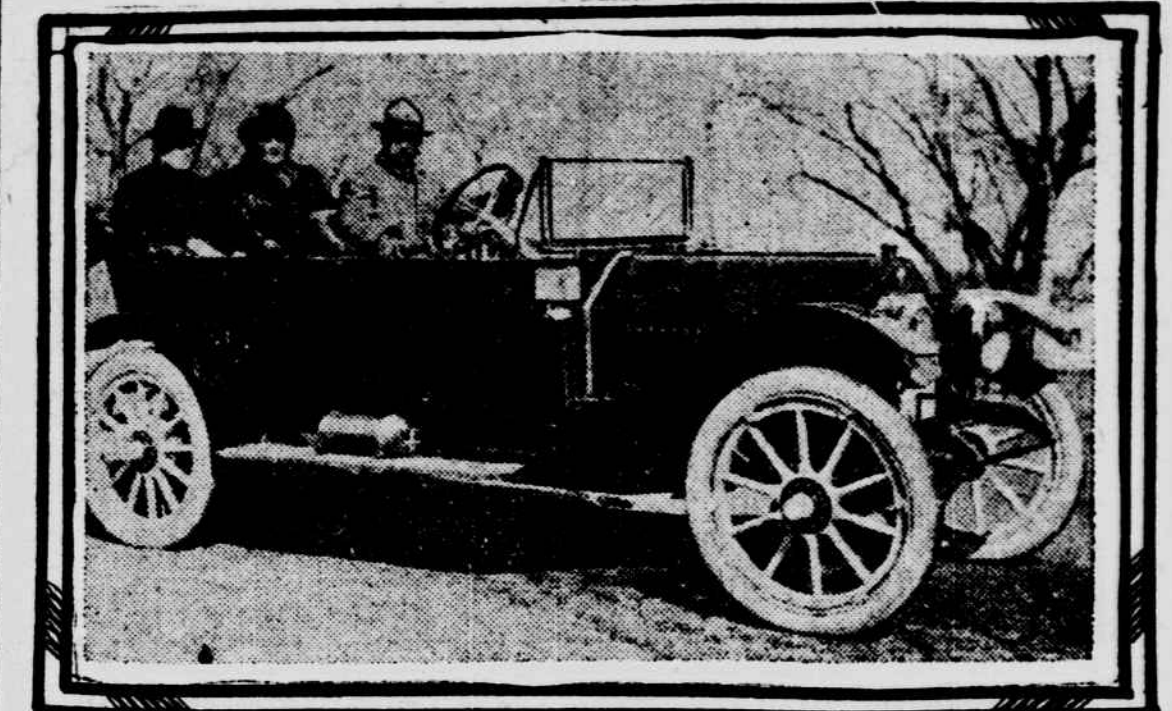
Specifications

104 inch wheel base, full 25 horse power motor, enclosed valves, selective sliding gear transmission, three speeds forward and one reverse, multiple disc cork insert clutch, 32x34 inch tires, front axle one piece drop forged I beam, rear axle semi-floating, shaft drive bevel gear, rear spring full elliptic transverse with 36x14 inch span, R. I. V. annular bearings in transmission, Hyatt bearings in driving shafts and axles.

Arrange for a Paige demonstration at once. We can deliver your car immediately, with this new complete regular equipment.

Tel. North 3749 The Selby Company 1615 O St. N.W.
PAIGE-DETROIT MOTOR CAR COMPANY, DETROIT, MICHIGAN

WILL MOTOR TO PACIFIC COAST



MR. AND MRS. JESSE HILBOURNE AND BERT E. HILBOURNE, who, in their new Everitt "Six," will leave Washington this week for Spokane.

MOTORING

(Continued from Nineteenth Page.)

vored with a report soon after the hearing. Of the eleven members of the House committee several are avowedly in favor of federal participation in roads building. The attitude of Chairman Henry is an unknown quantity, though it is assumed that the hearing will be a thorough one, for it is generally recognized that the good roads subject is one now enlisting country-wide interest.

Among the co-operating good roads bodies from which there will probably be representation April 10 are the National Grange, Farmers' Union, American Road Builders' Association, American Automobile Association, Ohio Good Roads Federation, Alabama Good Roads Association, Florida Good Roads Association, Illinois Association for Highway Improvement, Indiana Good Roads Association, Michigan State Good Roads Association, Mississippi Old Trails Association, New Santa Fe Trail Association, North Carolina Good Roads Association, Southern Appalachian Good Roads Association, Virginia Peninsula Good Roads Association, Memphis to Bristol Highway Association, Ocean to Ocean Highway Association, Texas Good Roads Association, and Intermountain Good Roads Association. The forty-two state associations and 320 clubs of the A. A. A. will be represented through its national good roads board, the chairman of which, George C. Diehl, recently, in giving the logic of federal aid, said:

"Interstate travel by road is a natural sequence of the general adoption of the motor-driven vehicle. A municipality should have up-to-date pavements; a prosperous county requires a comprehensive system of county roads; in like manner the state must provide continuous routes and adequately maintain them. Then there would remain the need of interstate highways to provide for interstate communication by road, something which benefits the country as a whole and aids materially in effecting a solidified nation. Therein lies the logic of federal participation in the highways construction and maintenance."

Dr. J. W. Stuart has purchased a Herreshoff roadster, fully equipped.

The motor truck is a business getter, a money maker and a money saver and is constantly growing in popularity among business men.

Cheyenne, Wyo., has been so long regarded as the last stronghold of the old west that it comes as a shock to the average easterner to hear that Cheyenne's police will after tomorrow, hustle all prisoners to jail in an E-M-F "30" patrol wagon.

The automobile muffler cut-out is doomed.

A party of prominent Washington society motorers to Upper Marlboro, Md., Wednesday, despite the heavy clouds of the rain, called on the road in heavy rain. A stop was made at the Dower House, where luncheon was served. The party included Mr. and Mrs. von Hammer of the German embassy, Mr. and Mrs. Hunier of the German embassy, Mr. von Bulow of the German embassy, M. de Bach of the Russian embassy, Capt. Little, Miss Meyer, Miss Aldrich, the Misses Cameron, Count d'Advent, Mrs. Wadsworth and Miss Bore of the British embassy.

Nineteen-twelve self-starting Cadillac owners were increased last week. The touring cars were delivered to E. H. Talbert, Elbridge E. Jordan, Mrs. Tyson Elliott and Thomas Armat, a roadster to Dr. C. L. Bliss and a phaeton to R. U. Geib. All of the cars were fully equipped.

Nineteen-twelve Overland cars were delivered during the past week as follows: Mary M. Jacobs, 40-horsepower; Edward B. De Graw, model 61T, 45-horsepower; E. S. Rucker, model 50, 30-horsepower; Wilmet W. Trew, model 50T, 30-horsepower; J. W. Hurley, model 50, delivery, 30-horsepower; Dr. Claude C. Caylor, model 50T, 30-horsepower; Joseph Walker, model 61T, 45-horsepower; Robert Green, model 61T, 45-horsepower; Dr. L. D. Wilson, model 50T, 30-horsepower; S. R. De Pue, model 61T, 45-horsepower; Wardley Bayley, 50T, 30-horsepower; G. A. Kershner, Martinsburg, Va., two 50T, 1.99 delivery wagon, one 50R, one 50D, one 61R; A. W. Depute, Norfolk, Va., three 50R, one 50D, one 61R; Overland Sales Company, Petersburg, Va., one 50D, one 61R; T. C. Borden, Middletown, Va., two 50R, three 50T; Dr. J. S. Earman, Covington, Va., two 50T, two 50R; Layman & Jones, Bristol, Va., two 50T, one 50R; H. H. Huffman, Roanoke, Va., one 50R.

The Potomac Motor Car Company, a new automobile concern, which made its debut last week, has secured the representation in the National Capital for the Marmon car, known as the "International champion." Prominently identified with the new company are Arthur Foraker and Victor N. Cushman, son and son-in-law respectively of former Senator Foraker of Ohio.

The Marmon car has a long list of victories to its credit, on the road, track and speedway, the most notable of which was the winning of the five-hundred-mile international race last December at Dayton at the Indianapolis speedway, when Ray Harroun, in a Marmon "Wasp," covered that distance in 402 minutes 8 seconds, averaging 74.61 miles per hour, and establishing a new world record.

Automobile reciprocity will be a reality in New Jersey, after all, and motorists from Washington will be allowed fifteen days without tax in that state. The Stickle bill, passed overwhelmingly in the house of assembly at Trenton, and defeated by a margin of one vote in the senate, was called up for reconsideration that distance in 402 minutes 8 seconds, averaging 74.61 miles per hour, and establishing a new world record.

Automobile reciprocity will be a reality in New Jersey, after all, and motorists from Washington will be allowed fifteen days without tax in that state. The Stickle bill, passed overwhelmingly in the house of assembly at Trenton, and defeated by a margin of one vote in the senate, was called up for reconsideration that distance in 402 minutes 8 seconds, averaging 74.61 miles per hour, and establishing a new world record.

Automobile reciprocity will be a reality in New Jersey, after all, and motorists from Washington will be allowed fifteen days without tax in that state. The Stickle bill, passed overwhelmingly in the house of assembly at Trenton, and defeated by a margin of one vote in the senate, was called up for reconsideration that distance in 402 minutes 8 seconds, averaging 74.61 miles per hour, and establishing a new world record.

Automobile reciprocity will be a reality in New Jersey, after all, and motorists from Washington will be allowed fifteen days without tax in that state. The Stickle bill, passed overwhelmingly in the house of assembly at Trenton, and defeated by a margin of one vote in the senate, was called up for reconsideration that distance in 402 minutes 8 seconds, averaging 74.61 miles per hour, and establishing a new world record.

Automobile reciprocity will be a reality in New Jersey, after all, and motorists from Washington will be allowed fifteen days without tax in that state. The Stickle bill, passed overwhelmingly in the house of assembly at Trenton, and defeated by a margin of one vote in the senate, was called up for reconsideration that distance in 402 minutes 8 seconds, averaging 74.61 miles per hour, and establishing a new world record.

Automobile reciprocity will be a reality in New Jersey, after all, and motorists from Washington will be allowed fifteen days without tax in that state. The Stickle bill, passed overwhelmingly in the house of assembly at Trenton, and defeated by a margin of one vote in the senate, was called up for reconsideration that distance in 402 minutes 8 seconds, averaging 74.61 miles per hour, and establishing a new world record.

AUTOMOBILE CALENDAR

April 27—Speedway race, Los Angeles, Cal.
May 4—Road race, Motor Car Dealers' Association, Santa Monica, Cal.
May 14-17—Commercial reliability run, Chicago Motor Club, Chicago, Ill.
May 17-18—Track meet, Colorado State Automobile Association, Denver, Col.
May 30—Motor cycle races, Benning track, Washington.
May 30—Indianapolis speedway, 500-mile race, Indianapolis, Ind.
May 30—Track meet, Salem, N. H.
June 20—Algonquin hill-climb, Chicago Motor Club, Algonquin, Ill.
June—Reliability run, Auto Club of St. Louis, St. Louis, Mo.
June—Hill-climb, Maine Automobile Association, Portland, Me.
July—Road race, Riverhead, L. I.
July 4—Track meet, Petersburg, Ind.
July 4-5—Track meet, Taylor Automobile Club, Taylor, Tex.
July 4-6—Beach meet, Old Orchard Automobile Association, Old Orchard, Me.
July 15—Reliability run, Wisconsin State Automobile Association, Milwaukee, Wis.
August 8-10—Galveston beach meet, Galveston, Tex.
August 23-24—Road races, Chicago Motor Club, Elgin, Ill.
September—Track meet, Universal Exposition Co., St. Louis, Mo.
September 2—Speedway meet, Indianapolis, Ind.
October 1—Fairmont Park road race, Quaker City Motor Club, Philadelphia, Pa.
October 7-11—Chicago Motor Club reliability run, Chicago, Ill.
October 12—Track meet, Rockingham Park, Salem, N. H.
November 6—Track meet, Shreveport Automobile Club, Shreveport, La.

Establishing new speedway records for 200, 400 and 600 miles. He made four laps in 10 minutes and 40 seconds. The motor did not stop once. The hood was not lifted and there was not a drop of water added to the radiator during the entire race. Another Marmon, driven by "Joe" Dawson, won fifth place in the same race. The lines embrace the electric car, landulet, H. roadsters, touring cars, landulet, H. roadsters, all with snappy lines and attractive in appearance.

Frank A. Zace, road man from the Stevens-Duryea factory, is spending several days in the National Capital visiting the owners of Stevens-Duryea cars.

E-M-F "30" touring cars were delivered during the past week as follows: G. Banks McIntire, C. E. Conner, Capt. H. Bailey, Mrs. Anna Wilson Haywood, Mrs. Laura B. Woodward, and a Studesaker electric to Representative Ollie James of Kentucky.

The latest purchaser of a 1912 Thomas "40" touring car is the touring car to Francis A. Blundon of this city. The car is finished in Russian green and is fully equipped for touring.

Senator Lee S. Overman of North Carolina has purchased a 1912 Lion "40" touring car fully equipped, and Representative Robert N. Page of Maryland, a state, a foreword Lion "40" roadster, with full touring equipment. Mr. Page is an enthusiastic motorist. The second car of this make which he has recently purchased.

Miss Gladys McKay Smith has purchased a 1912 Hudson "33" roadster and T. M. McLaughlin a touring car of the same make for immediate delivery.

Nineteen-twelve Ford cars were delivered during the past week as follows: Touring cars—Lewin W. Walker, Mrs. Pauline Withers, Vernon Bailey, Bernard Harding, Charles O'Brien, J. A. Balderson, Walter Macmillan, E. P. Hazleton; Roadsters—Mrs. E. C. McCarthy, Walter Leaman, Gustum Company, and torpedoes to Dr. E. V. Copeland, Miss Myrtle Schimidt and Nathaniel Mayes.

H. B. Leary, Jr., who for the past year has been the agent for the Hudson car in this city, at 1817 14th street northwest, has given up that agency and has taken in its stead the Mitchell and Rambler lines for 1912. Mr. Leary will be assisted by his brother, Whitely Leary, both of whom are well known in the motoring fraternity of the National Capital.

Automobile reciprocity will be a reality in New Jersey, after all, and motorists from Washington will be allowed fifteen days without tax in that state. The Stickle bill, passed overwhelmingly in the house of assembly at Trenton, and defeated by a margin of one vote in the senate, was called up for reconsideration that distance in 402 minutes 8 seconds, averaging 74.61 miles per hour, and establishing a new world record.

Automobile reciprocity will be a reality in New Jersey, after all, and motorists from Washington will be allowed fifteen days without tax in that state. The Stickle bill, passed overwhelmingly in the house of assembly at Trenton, and defeated by a margin of one vote in the senate, was called up for reconsideration that distance in 402 minutes 8 seconds, averaging 74.61 miles per hour, and establishing a new world record.



IT is not necessary to be an "inside" technical man to appreciate the leadership of the

Pierce-Arrow

motor car. It is patent to every one with a sense for intrinsic value. In every community business men who are "scientists" in values as if by instinct select Pierce-Arrow cars.

The Cook & Stoddard Co.

Tel. Main 7428 1313 H St. N.W.

"Swamped" Hardly Describes It

SINCE the hundreds of Washington automobile enthusiasts have made comparisons between the 1912 Everitt and other cars on exhibition we have been swamped—yes, buried—with requests for demonstrations of the

Everitt "Six-48" and The "Four-36" and The "Four-30."

Everybody will be taken care of in time. More carloads of the Self-starting Everitt are now en route. If you have not already made your appointment, better do so without delay. Write, phone or call.



W. P. BARNHART & CO., 1610 14th St. N.W. PHONE NORTH 2899

AUTOMOBILES

The Berdon Electric Lighting System SUPPLIES CURRENT FOR YOUR LAMPS AND KEEPS YOUR BATTERY CHARGED.
H. S. ELKINS, Agent, with Miller-Dudley Co., 735 15th St. N.W.

Miller Bros. Auto & Supply House, 1105 7 14th St. N.W. Tel. N. 1170.

1912 OVERLAND Cars. Roadsters, Touring Cars and Delivery Wagons. Ranging from \$900 to \$1,500.
Overland-Washington Motor Co. Tel. M. 5410, 829 14th St. N.W.

Packard WAVERLEY ELECTRIC The Lutzell Co. Dupont Circle

Chalmers "38," \$1,800—Equipped—"30," \$1,500
Zell Motor Car Company, Phone M. 6007, 1405 H St. N.W.

"TAKE A SPIN IN A MICHIGAN 40," \$1,150 to \$1,500.
PROBEY CARRIAGE CO., Tel. W. 213, 1230 Wisconsin Ave. N.W.

"Stoddard-Dayton" BARNARD MOTOR CAR CO., Tel. North 1955, 1612 14th St. N.W.

BERNARD HAZEL, Rear 318-322 3d St. N.E. AUTO, CARRIAGE AND WAGON WORKS. I would like to state that I am not in any way connected with the E. V. Hazen Co., 1715 and U sts. N.W. If you want first-class autos, carriages or wagons built or repaired, painted or trimmed, call and see Bernard Hazel, the old reliable. Price prices. Work guaranteed in all branches. Phone Lincoln 807.

1912 MARION 1912 AMERICAN DEMONSTRATIONS ON REQUEST.
MARION MOTOR CAR CO., Tel. N. 314, 1333 14th St. N.W.

BUICK USED CARS ARE GUARANTEED.
BUICK MOTOR COMPANY, 1028 Conn. Ave.

HUDSON "33" H. B. LEARY, JR., Tel. N. 949, 1317 14th St. N.W.

EVERITT Self-Starting—Three Models, \$1,250, \$1,500 CYLINDER \$1,850
W. P. BARNHART & CO., Tel. N. 302, 1610 14th St. N.W.

Maxwell Special, Columbia Silent Knight Twenty other models. \$600 to \$5,900.
UNITED MOTOR WASHINGTON CO., N. 4454, 1029-25 14th St. N.W.

Chalmers Pony Tonneau, Chalmers Touring Car, A1 CONDITION, NEWLY PAINTED. For Sale Cheap.
T. LAMAR JACKSON, Tel. N. 3867, COR. M & R Sts. N.W.

S. J. MEEKS' SONS, Auto and Coach Works, 622 G St. N.W.

NATIONAL "40" HUDSON "33" REGAL

STORM MOTOR CAR CO., Tel. M. 7008, 1612 14th St. N.W.

SPEEDWELL PLEASURE CARS AND MOTOR TRUCKS, 2-4-6 Tons. LIPFARD-STEWART, 1500 lb. Delivery Motor Cars. All Styles.
Speedwell Sales Co., Tel. Col. 586, 3830 Ga. Ave. N.W.

Warren Stearns-Knight Lauth-Juergens Trucks Bowles Motor Sales Co., Inc. Open Nights and Sundays.
Tel. N. 5907, 1609 14th St. N.W.

SGV Silent Motor Cars Have arrived. Now on exhibition. Any type of body. Demonstration given.
MARSHALL-PARSONS CO., Tel. M. 400, 1315 H St. N.W.

BATAVIA TIRES IRVIN T. DONOHUE, Tel. N. 2618, 1803 M St. N.W.

BARGAINS In slightly used cars, Overland 40-h.p. Touring, Buick Touring, Chalmers Toy Tonneau, Buick Touring car and 1910-11 Pullmans taken in exchange for 1912 models.
PULLMAN AGENCY, 1222 H St. N.W. PHONE M. 6815.

THE AUTO EXCHANGE & SUPPLY CO. (INC.), 1710 14th St. N.W. Phone North 2007.

Bergdoll-"30","40" Cars K-R-I-T OIL SUPPLIES. REPAIRS.

CADILLAC, PIERCE-ARROW, BAKER-ELECTRIC, THE COOK & STODDARD CO., 1313 H St. N.W. Phone Main 7428.

H. V. Hazel Company AUTOMOBILE BODY BUILDING. PAINTING AND UPOLSTERING. Tel. N. 841, 17th and U sts. N.W.

Inspection Invited.

SGV



LANDULET.

Just arrived. Seven-passenger car, equipped with electric lights; exquisitely finished in brown pebble grain leather; 115-inch wheel base. Specially geared for town service. New and pleasing lines. We also have a polished chassis on exhibition in our showroom.

The Marshall Parsons Co., Tel. Main 400, 1315 H St. N.W.

DON'T BE Overburdened With Tire Expense

5,000 MILES On One Set of Tires

Is the Average For the SELF-CRANKING

PULLMAN

4-"40"—44-H. P. Self-cranking motor, Bosch magneto, with complete electric lighting system, including motor generator and storage battery; demountable rims; 36x4-inch tires; top; top boot; wind shield; speedometer; horn; tool box; robe and coat rack; foot rail; pump; jack and repair kit. 44x55 MOTOR—FOUR SPEEDS FORWARD. TRANSMISSION DIRECT ON THIRD. 131-INCH WHEEL BASE. Roadster, five \$2,150 equipped.
4-"30"—32-H. P. 118-inch wheel base; 4-inch tires, fully \$1,675 equipped.
Six-cylinder 60-H. P. complete, motor 44x55 \$2,750

PULLMAN AGENCY, 1222 H St. N.W. Tel. Main 6815.



The TRAFFIC SQUAD SAYS

Motorcyclists, in putting the D. C. license numbers on the rear of their machines, should see that the rivets are not put through the numbers. This has a tendency to chip the enamel, thus defacing the numbers. The law requires that the numbers shall be plain and visible at all times.

Drivers of wagons continue to cut corners sharp and "hug" the curb, instead of crossing in the center of the street, as the traffic regulations require. Sufficient room should be left for vehicles coming in the opposite direction to make the necessary turns.

Operators and drivers of automobiles continue to "beat it" through the downtown business sections, not only endangering the lives of pedestrians, but also increasing their chances for collision. Obedience of the traffic laws on this point is very essential.

COLLECTING POSTAGE STAMPS.

World-Wide Hobby That Is to Be Respected.

From the Boston Transcript.

Probably collections of postage stamps were begun simultaneously with the issue of the first stamps, which took place at London in May, 1840—a circumstance that favors this view being that, in 1842, Punch ridiculed collectors. It was almost twenty years later, however, that stamp collecting began to be systematically carried on, and the recorded history of the science or art or pastime, which ever one may choose to call it, appears to date from 1862. The first English and American catalogues were published in that year, so was the first attempt at a stamp album, and the periodical literature of the hobby started in England during the same twelvemonth. It was not until 1869 that the first great club of collectors, the Philatelic Society of London, was organized, and, though several local associations preceded, our own national body, the American Philatelic Society, delayed to be born until seventeen years after that.

Few, for instance, who witnessed it, mastered its difficulties, with the natural consequence that swerving and boring, not to mention accidents, are of far more frequent occurrence than formerly.

Fordham, John Osborne, Wells, Tom French, Fred Webb, Custance, Tom Chaloner and Charles Wood were all names to conjure with in the past, but for elegance of style and perfection of stamp and hands commend me to Tom Cannon; while for dash and nerve in getting out of a difficulty Fred Archer had no superior.

Few, for instance, who witnessed it, mastered its difficulties, with the natural consequence that swerving and boring, not to mention accidents, are of far more frequent occurrence than formerly.

On his old favorite's decease at an advanced age what more appropriate than that his epitaph should be "He was a horseman, a fine day he was never going to an awful pace, it was down in the general store last night, and young Eph was writing hundred-dollar checks and lighting his cigars with them."

Lady Astley, perfectly habited, as usual, came along just in time to pick up her "man" as he mounted the old gray horse, his faithful comrade of the Crimea, who is an waiting for him outside the rooms.

On his old favorite's decease at an advanced age what more appropriate than that his epitaph should be "He was a horseman, a fine day he was never going to an awful pace, it was down in the general store last night, and young Eph was writing hundred-dollar checks and lighting his cigars with them."

Spenthrift. From Puck. Uncle Ezra—Do you think the money young Eph Hoskins made down in New York will last him long? Uncle Eben—You bet it won't. He's going at an awful pace. It was down in the general store last night, and young Eph was writing hundred-dollar checks and lighting his cigars with them.